

EXHIBIT 2

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SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SAN FRANCISCO
HONORABLE ETHAN P. SCHULMAN
DEPARTMENT 604

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COORDINATION PROCEEDING CASE No. CJC-21-005188
SPECIAL TITLE [RULE 1550(b)]

In Re: Uber Rideshare Cases

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REPORTER'S TRANSCRIPT OF PROCEEDINGS
VOLUME 1 PAGES 1 - 248
MONDAY, SEPTEMBER 8, 2025

OFFICIAL STENOGRAPHIC REPORTER PRO TEM:
ANDREA M. IGNACIO, CSR, RPR, CRR, CCRR, CLR
CA CSR LICENSE NO. 9830

Job No. CS7570149

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SESSIONS

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MONDAY, SEPTEMBER 5, 2025	
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1 and working to solve this problem. And this is one of
2 the key ways that Uber has done that.

3 Uber has -- Uber knows that we are not
4 experts on sexual assault and sexual violence. And so
5 we looked to the experts to help guide us in how we
6 navigate this issue in society and on our platform.
7 We partnered with many nonprofit organizations who
8 exist only to try and solve this problem; for example,
9 the National Sexual Violence Resource Center, or
10 NSVRC.

11 We partnered with these organizations and we
12 said, Help us. Help us figure out how to categorize
13 the complaints that we're getting and how to audit
14 this data and how to release a first-of-its-kind
15 safety report in the United States.

16 Because before Uber released a safety report,
17 and we've released three now, no other rideshare
18 company and no other transportation company, and I
19 would submit no other major public consumer company
20 had done anything like it. And you're going to get to
21 see information in the safety report that calls it
22 unprecedented; an unprecedented bold move to release
23 this kind of data.

24 And the safety report explains what data was
25 categorized, what data was audited, what data people

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SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SAN FRANCISCO
HONORABLE ETHAN P. SCHULMAN
DEPARTMENT 304

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COORDINATION PROCEEDING CASE No. CJC-21-005188
SPECIAL TITLE [RULE 1550(b)]

In Re: Uber Rideshare Cases

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REPORTER'S TRANSCRIPT OF PROCEEDINGS
VOLUME 14 PAGES 3056 - 3218
THURSDAY, SEPTEMBER 25, 2025

OFFICIAL STENOGRAPHIC REPORTER PRO TEM:
ANDREA M. IGNACIO, CSR, RPR, CRR, CCRR, CLR
CA CSR LICENSE NO. 9830

Job No. CS7570162

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SESSIONS

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1 to be right here in the common carrier charge. 10:56

2 If the risk is so obvious that a passenger 10:56
3 could reasonably be expected to know of it, then the 10:56
4 common carrier doesn't have the duty to warn of the 10:56
5 risk. 10:56

6 And that is certainly the case when you get 10:56
7 in a cab or a bus or a train or a rideshare. 10:56
8 Everybody knows there could be an accident. Everybody 10:56
9 knows something could go wrong. 10:56

10 We asked Dr. Valliere, Well, what is it that 10:56
11 you think we should warn of? What's the warning that 10:56
12 you think Uber should have given? 10:56

13 And this is what their expert on warnings 10:56
14 said. It should be something to the effect as, Uber 10:57
15 believes in ultimate respect. 10:57

16 That's all over the community guidelines. 10:57
17 It's the very first thing in the community guidelines. 10:57

18 She said, You should just tell riders that 10:57
19 you want your ride to be safe and comfortable. 10:57

20 And that, too, is top, front, and center of 10:57
21 the community guidelines. 10:57

22 What the evidence showed is that Uber 10:57
23 voluntarily published an unprecedented safety report. 10:57
24 We have spoken about this a ton in this trial. And I 10:57
25 thought I heard Mr. Taylor this morning say something 10:57

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1 sort of disrespectful to these organizations, that we 10:57
2 were using them for something he called a "halo" 10:57
3 effect. 10:57

4 And that doesn't make any sense. That 10:57
5 doesn't make any sense that an organization that has 10:57
6 devoted its entire existence to eradicating sexual 10:57
7 violence would do something it didn't believe in, 10:57
8 would partner with a company to do such an 10:57
9 unprecedented report for PR purposes. 10:58

10 This is the foreword from Karen Baker. It's 10:58
11 in each one of the safety reports. And she says, 10:58
12 Never before have we seen a company disclose this 10:58
13 level of information proactively. 10:58

14 No one required it, nobody else was doing it, 10:58
15 and nobody has done it to this day. But we did it 10:58
16 because it was the right thing to do. And now, they 10:58
17 want you to find that we acted with malice, that we 10:58
18 were despicable in choosing to create and release this 10:58
19 report when we did not have to do it at all. Doesn't 10:58
20 make sense. 10:58

21 Not only did we create the report, but in the 10:58
22 report, you'll see we hoped that other companies would 10:58
23 use the taxonomy. And so we made it available to 10:58
24 anybody else who wanted to use it so that they, too, 10:58
25 could do the same reporting that Uber does. 10:58